

AMENDMENTS TO THE CLAIMS:

Please cancel Claims 183 through 186, 188 through 209, 223 through 226, 228 through 249, and 287 without prejudice to or disclaimer of the subject matter recited therein.

Please amend Claims 250, 261, 262, 266, 269, 270, 271, and 281 as follows:

1 - 249. (Cancelled)

250. (Currently Amended) A system for deicing, comprising:

a vehicle;

a boom having an end mounted on said vehicle and a free end;

a lightweight air source disposed ~~at the base of~~ so as to rotate together with said boom in an enclosure connected to said boom; and

a deicer air jet nozzle located at said boom and operatively coupled to said air source for receiving air and discharging the air for a deicer application[.]

~~wherein said air source is disposed above a roof of the vehicle, and~~

~~wherein a power source for said air source is disposed below the roof of the vehicle.~~

251. (Previously Presented) The system according to claim 250, wherein said lightweight air source is a compressor unit comprising:

a hydraulic drive assembly having an output; and

a compressor operatively connected to the output of said hydraulic drive assembly, said compressor having an impeller and an air outlet.

252. (Previously Presented) The system according to claim 251, wherein said hydraulic drive assembly is a hydraulic motor.

253. (Previously Presented) The system according to claim 251, wherein said compressor is a centrifugal compressor.

254. (Previously Presented) The system according to claim 251, wherein said compressor is operatively directly connected to the output of said hydraulic drive assembly.

255 - 257. (Cancelled)

258. (Previously Presented) The system according to claim 251, wherein said compressor provides air through said deicer air jet nozzle at a rate of about 100 pounds per minute.

259 - 260. (Cancelled)

261. (Currently Amended) A system for deicing aircraft, comprising:
a vehicle;
a boom having a first end mounted on said vehicle and a free end;
a lightweight compressor unit disposed ~~at the first end of~~ so as to rotate together with
said boom in an enclosure connected to said boom; and

a deicer air jet nozzle located at the boom and operatively coupled to said lightweight compressor unit for receiving air and discharging the air for a deicer application[[.]]

~~wherein said lightweight compressor unit is disposed above a roof of the vehicle, and~~

~~wherein a power source for said lightweight compressor unit is disposed below the roof of the vehicle.~~

262. (Currently Amended) A system for deicing aircraft, comprising:

a vehicle;

a boom having a first end mounted on said vehicle and a free end;

a lightweight compressor unit disposed ~~at the first end of~~ so as to rotate together with said boom in an enclosure connected to said boom; and

a deicer air jet nozzle located at the boom and operatively coupled to said lightweight compressor unit for receiving air and discharging the air for a deicer application,

wherein said lightweight compressor unit further comprises (a) a hydraulic drive assembly having an output, and (b) a compressor operatively connected to the output of said high-speed drive assembly, said compressor having an impeller and an air outlet[[.]]

~~wherein said lightweight compressor unit is disposed above a roof of the vehicle, and~~

~~wherein a power source for said lightweight compressor unit is disposed below the roof of the vehicle.~~

263 - 264. (Cancelled)

265. (Previously Presented) The system according to claim 262, wherein said compressor is operatively directly connected to the output of said hydraulic drive assembly.

266. (Currently Amended) A system for deicing aircraft, comprising:
a vehicle;
a boom having an end mounted on said vehicle and a free end;
an operator cab located at the free end of said boom;
a lightweight compressor unit disposed ~~at the base of~~ so as to rotate together with said boom in an enclosure connected to said boom; and
a deicer air jet nozzle located at said boom and operatively coupled to the air outlet of said compressor unit for receiving air and discharging the air for a deicer application[[,]]
~~wherein said compressor unit is disposed above a roof of the vehicle, and~~
~~wherein a power source for said compressor unit is disposed below the roof of the vehicle.~~

267. (Previously Presented) The system according to claim 266, wherein said compressor unit further comprises:

a hydraulic drive assembly having an output; and
a compressor operatively connected to the output of said hydraulic drive assembly, said compressor having an impeller and an air outlet.

268. (Previously Presented) The system according to claim 267, wherein said compressor is operatively directly connected to the output of said hydraulic drive assembly.

269. (Currently Amended) A system for deicing aircraft, comprising:

a vehicle;

a boom, having an end mounted on the vehicle and a free end;

a compressor unit, said compressor unit comprising (a) a hydraulic motor having an output, and (b) a compressor operatively connected to the output of said hydraulic motor, said compressor having an impeller and an air outlet; and

a deicer air jet nozzle located at the boom and operatively coupled to the air outlet of the compressor for receiving air and discharging the air for a deicer application,

wherein said compressor unit is located ~~at so as to rotate together with the boom in an enclosure connected to said boom; and~~

~~wherein said compressor unit is disposed above a roof of the vehicle; and~~

~~wherein a power source for said compressor unit is disposed below the roof of the vehicle.~~

270. (Currently Amended) A method for deicing aircraft, comprising the steps of:

compressing air within a compressor, supported ~~at the base of so as to rotate together with~~ a vehicle boom ~~in an enclosure connected to the vehicle boom~~, by driving a hydraulic drive assembly coupled to the compressor; and

discharging the air from a deicer air jet nozzle attached to the end of the vehicle boom such that air is forced outward from the deicer air jet nozzle at about 100 pounds per minute[.,]

~~wherein the compressor is disposed above a roof of the vehicle, and~~

~~wherein a power source for the compressor is disposed below the roof of the vehicle.~~

271. (Currently Amended) A system for deicing aircraft, comprising:

a vehicle;

a boom having an end mounted on said vehicle and a free end;

an operator cab located at the free end of said boom; and

a lightweight compressor unit located at so as to rotate together with said boom in an enclosure connected to said boom,

wherein said deicer air jet nozzle is located at said boom and operatively coupled to the air outlet of said compressor unit for receiving air and discharging the air for a deicer application;~~and~~

~~wherein said compressor unit is disposed above a roof of the vehicle, and~~

~~wherein a power source for said compressor unit is disposed below the roof of the vehicle.~~

272. (Previously Presented) The system according to claim 271, wherein said compressor unit further comprises:

a hydraulic drive assembly having an output; and

a compressor operatively connected to the output of said hydraulic drive assembly, said compressor having an impeller and an air outlet.

273. (Previously Presented) The system according to claim 272, wherein said compressor is operatively directly connected to the output of said hydraulic drive assembly.

274. (Previously Presented) The system according to claim 250, wherein said lightweight air source is a compressor unit comprising:

a compressor operatively connected to the output of a hydraulic drive assembly, said compressor having an impeller and an air outlet.

275. (Previously Presented) The system according to claim 274, wherein said hydraulic drive assembly is a hydraulic motor.

276. (Previously Presented) The system according to claim 274, wherein said compressor is a centrifugal compressor.

277. (Previously Presented) The system according to claim 274, wherein said compressor is operatively directly connected to the output of said hydraulic drive assembly.

278. (Previously Presented) The system according to claim 274, wherein said compressor provides air through said deicer air jet nozzle at a rate of about 100 pounds per minute.

279 - 280. (Cancelled)

281. (Currently Amended) A system for deicing aircraft, comprising:
a vehicle;
a boom having a first end mounted on said vehicle and a free end;
a lightweight compressor unit disposed ~~at the first end of~~ so as to rotate together with
said boom in an enclosure connected to said boom; and
a deicer air jet nozzle located at the boom and operatively coupled to said lightweight
compressor unit for receiving air and discharging the air for a deicer application,
wherein said compressor unit further comprises a compressor operatively connected to
the output of a hydraulic drive assembly, said compressor having an impeller and an air outlet;
and
wherein said compressor unit is disposed above a roof of the vehicle, and
wherein a power source for said compressor unit is disposed below the roof of the
vehicle.

282. (Cancelled)

283. (Previously Presented) The system according to claim 281, wherein said compressor is operatively directly connected to the output of said hydraulic drive assembly.

284. (Previously Presented) The system according to claim 266, wherein said compressor unit further comprises:

a compressor operatively connected to the output of a hydraulic drive assembly, said compressor having an impeller and an air outlet.

285. (Previously Presented) The system according to claim 284, wherein said compressor is operatively directly connected to the output of said hydraulic drive assembly.

286 - 289. (Cancelled)